

pal architect, for he had, over and over again, been looking at the plans. Mr. Earle said he was unable to defend Mr. Clements, because a single convenience had not been provided. He had had occasion to correspond with the hon. gentleman, and he had told him plainly the parish were in a pretty mess.—"The advancing sounds of constructive implements, 'the Workshop,' on the Manchester, Sheffield, and Lincolnshire Junction Railway, are awakening Workshop to a sense of its growing wants. The subject of increased accommodation for general market purposes has been under consideration. A site has been pointed out, and a plan has been drawn up by Mr. John Ellis.—"We have reason to believe," says the *Doncaster Gazette*, "that Mr. E. T. Copley, of Nether Hall, has munificently offered to erect a beautiful painted window in the north transept aisle of the parish church, where the north window is now situated, conditionally that the gallery in the north transept aisle be removed and necessarily that in the south transept also. The removal and clearing away of these two galleries," it is added, "would present an aspect most beautiful in this portion of the church, and would bring out in their true beauty the lofty transept arches, the proportions of which are sadly disfigured by the galleries which at present intersect them."—Halifax, we have just observed in a provincial paper, is determined to follow forthwith in the wake of Sheffield, Nottingham, and Cambridge, towards the establishment of the new and noble order of public club or communitarian chambers, which, we verily believe, were first of all suggested by the various paragraphs about "club chambers," emanating from THE BUILDER, and showered abroad, in manifold repetition, through the newspaper press, "like bright coins of a new and unknown mintage," as a cotemporary, in words at least to the same effect, poetically described them. At Halifax it is proposed to form a company, in 500 shares of £100 each, for the purpose of erecting, in some central spot, a public building of this comprehensive and imposing order, in which may be clubbed together, or concentrated, the town-hall, the different boards and offices constituting the town's government, accommodation for public companies, &c. &c.; so it now only remains to be seen whether the enterprising spirit that has projected this new mode of attaining to architectural magnificence by conjoint and economical means, will be sustained until its noble object shall be fully realized. Had the idea been only broached in and confined to one of our municipal communities, the chances are that it might have ended in idea, as it began, but there seems to be a spirit of emulation at work which will probably be mutually progressive till the good work be accomplished in all. —Two national schools, built at South Stockton, at a cost of £800, will be opened after Easter. —A correspondent of the *Gateshead Observer* complains, of the admitted "advantages conferred on Manchester by the transference of the gasworks to the corporation," that "the gas consumers pay for the public improvements effected, by the corporation, from the gas profits." But why should they not? What is Manchester? and who are its gas consumers? Manchester is a millocracy, and its great gas consumers are the mill-owners themselves, and all dependant on them, whether in mills or shops or dwellings; and why, therefore, should not they especially pay for the improvement of property which is actually in general terms their own? Besides, the whole community at large, in every town, are now becoming gas consumers, and the greater part of the profits thus derived from the administration of one beneficent improvement need hardly be grudged by those well able to afford them, when they consider, not only that these very profits are expended in the administration of other improvements of an equally beneficent order, to the increase of the value of their own individual properties and business, and to the increase of the beauty and accessibility of their own towns and dwellings; but that even if not so applied, the greater portion of these profits, at least, if not the whole, will still be abstracted from their pockets, although—unprofitably to them—transferred exclusively to the pockets of those for whom alone this correspondent seems to have any real sympathy, manifested, though it be, under guise of

sympathy for those who, after all, even at some little sacrifice, in other respects well compensated, probably do prefer to support their own corporation, which expends all its profits in reflecting back new benefits on themselves, much rather than to support a monopolist company, which expends not one single farthing of its profits in any such benefits either to them, or, indeed, to any one beyond the sphere of its own private families or relations. —Nearly 1,000,000 able-bodied men—chiefly heads of families more or less numerous—have by this time been attracted, mainly from the reproductive cultivation of the soil, to the almost wholly unproductive, or worse than useless, "public works" in Ireland. A return of the daily average number thus employed for the week ending 27th February, gave, for Leinster, 129,254; Munster, 293,886; Ulster, 87,745; Connaught, 197,339; Total, 708,228. The government expenditure on Ireland at present, has been estimated at almost £1,000,000 a month! while the whole annual income of Ireland amounts to only £13,000,000! Mr. Labouchere, in reply to the allegation that the labourers thus led to depend on the public works for a subsistence to their families only earned eight pence a day, states that in task-work the wages are fourteen pence a day, but that otherwise eight pence is certainly the rate of payment; only, where destitute families require it for their support (and are capable of working we presume), more than one member is employed, on application, at the same wages.

ELECTRO-TELEGRAPHIC PROGRESS.

INTIMATELY and universally associated with railways though the electric telegraph has hitherto been, it is only now, notwithstanding its wonderful progress in general utility, that such a connection with the system which has fostered it, as shall amply repay to that system the deep obligations under which it already lies towards this its benefactor, is likely to be fairly established. The idea that the electric telegraph might be made to conduct to head-quarters—that is to the directing minds at work on railways, whether in stations or in trains,—a series of nerve-like intimations of the movements of the current trains themselves along their arterial courses, so that all possibility of collision might be avoided and innumerable benefits be otherwise conferred by the telegraph on its foster-parent, is an idea not altogether new; but it is only now for the first time, so far as we are aware, that such an idea is in course of actual realization. On the Tours and Nantes line, says the *Echo Saumurois*, an apparatus is at this moment in course of establishment which consists of an iron-wire extending from one end of the line to the other, and through which an electric current is continually to pass, while, by means of small pistons, placed at intervals of 200 yards, the passage of a train in motion at each point of the line will be indicated to the fixed machine, each piston, by its movement, interrupting the electric current for a moment of time [probably varying in length or repetition] and thus designating the number of the post before which the train is passing at the moment. "By these means, the director of the fixed machine will receive information almost every second as to the speed of the train in motion, and as to the position occupied by it. It is unnecessary to insist on the importance of such an indication," adds the *Echo*. "By always knowing the exact position of a train on its passage, it will enable the conductor to moderate the speed of the trains, and to send assistance with greater promptitude in case of accident, so as to prevent the interruption of the road as much as possible." The telegraph, in its more general and external relations, too, is making rapid inventive progress towards the perfection of simplicity, or rather the simplicity of perfection. According to the *Ipswich Journal*, which gives a long account and high commendation of Mr. Bain's inventions,—amongst which, by the way, is incidentally notified the immediate erection of his electrical clock in the tower of Wenham church, with power of motion to be incessantly maintained by a perpetual electric current derived from the earth,—telegraphic "needles and dials will speedily be exchanged for pencils," and note paper, in all the electro-

telegraphic apparatus throughout the kingdom, and that, too, even in spite of the evidence given before the Commons committee, that "if an angel from heaven were to say Mr. Wheatstone did not make the best of telegraphs, he would not be believed." Mr. Bain has just got a patent for a new modification of the telegraph, which, says the *Ipswich Journal*, will ere long speak for itself, or write for itself at least, by a simple and unerring method. This it is to do by the metallic marking of copper points in galvanic circuit upon paper, drawn by clock work over a roller, with intervals, as the current is received or sent, and repetitions, two to four of which, made by either or both of two copper pointers, rapidly note down the equivalents of the various alphabetic characters. By another modification, in which punches are made at once to cut the letters of a word out of thin paper, a speed of correspondence is attainable "that bids defiance to the most adroit telegraphists." And moreover a series of stamps, correspondent at one terminus to the punching process at the other, and productive of it, may be set to any series of letters, and correspondence thereby kept up by telegraph without the possibility of any one being able to interpret the meaning without the key. Wonderful as all this is, however, the very beau ideal of electro-telegraphic correspondence seems to be that to which we lately made some slight allusion, whereby types may be set up simultaneously in different towns, through the operation of composing machines, such as that of Delcambre, in connection with the telegraphic wires. This is gravely proposed by Mr. Hyde Clark, who himself invented a composing machine, and who shews out in detail how the "electro-composing-telegraph" might be worked; and it is curious to observe how, in pointing out the purposes and benefits derivable from this mercurial messenger, there is ever an inevitable harping on robbery and commerce—thieves and share-brokers—trickery and share-lists—how hand-bills describing thieves might be printed and distributed to policemen in all quarters in no time, and how share lists quoting stock in London at half-past three might be shewn amongst the share-brokers in Liverpool by four, &c., and so forth.

MUSEUM OF ART FOR SHEFFIELD.

ON the presentation of a memorial from the committee of the Sheffield Athenæum and Mechanics' Institution, praying the council to erect a museum of art; and the consequent motion of Mr. Alderman Dunn, that this memorial, with others to a like effect from the Literary and Philosophical Society, and the School of Design, be referred to a committee to report to the council, a debate ensued, and various amendments were proposed, all binging on the probability that ere long "a large building for general things to be amalgamated in" must inevitably be erected, and that it became a question, therefore, whether a separate building for a museum of art ought to be erected at all, or whether it ought not rather to be embodied in the noble edifice already projected, together also with the Mechanics' Institution itself, the Athenæum, and the School of Design, which two former institutions, however, were about to be built separately, and which latter had so thriven of late, that it now also required larger premises and a museum. There seemed to be a general sentiment in favour of the concentration of all the public building wants of the town in one focus. As for the institution of a separate museum of art, it was a question whether the Act of Parliament which authorized town councils to borrow money, erect buildings, buy casts, and pay interest out of borough rates, was sufficient for the satisfactory establishment of such an institution at Sheffield, on the basis of a maximum rate of a single halfpenny a pound, yielding only £1000 a year. The object of several of the council was to authorize the committee to consider the question of the amalgamation of at least such institutions as the Athenæum, Mechanics' Institution, School of Design, and Museum of Art, in one handsome building, which might be an honour to the town, at a time when town was emulating town, and nation emulating nation, in intellectual and moral advancement. The original motion, however, was carried by a majority of 21 against 10—3 neutral.